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statistical data compiled in the course of the investigations. But the complexity and the prolixity of the statistical material presented is so bewildering that it is almost unintelligible.

British and German East Africa: Their Economic and Commercial Relations. By H. BRADE. New York: Longmans Green & Co., 1911. 8vo, pp. 175.

During the last decade or more and especially within the year attention has been very forcibly directed to the conditions and affairs of the dark continent. At the same time few people have any conception of those conditions and still less of the economic development which has already taken place in different sections, or of the possibilities which the future holds in store for that country. The present volume, therefore, by one who for many years was in charge of the German consulates at Zanzibar and British East Africa, will be welcomed by the increasing numbers of those whose interest has thus been aroused.

The book comprises a short introduction of a historical character, in which is traced the work of acquisition of the territory by Britain and Germany, the growing importance of Zanzibar which was for several years the *entrepot* for both colonies, the severance of this connection by the Germans and the establishment of the commercial independence of their colony, and the construction of railway transportation with its immediate and important effects. In the second and third chapters are discussed the commercial relations of these colonies with each other and with the outside world, the chief items of trade, the tariff restrictions, and finally the labor problem. Then follow a number of chapters dealing with the natural products, cultivation in the tropical region, and farming in the highlands, constant comparison being made between the colonies in all important points. A concluding chapter on future prospects is moderately optimistic, closing with the words: "And so in peaceful competition Germany and England will work together for the expansion of civilization in East Africa."

The author, who seems to have a thorough grasp of his subject and is undoubtedly singularly broad-minded, presents here a very lucid and interesting treatise which is not long enough to become tedious but which nevertheless leaves a clear impression on the reader's mind. One wishes only that the book had not been confined so closely to the commercial and economic but had gone on to deal at greater length with the political situation which receives only indirect consideration.

Die Baumwollspinnerei in Japan. By HIKOTARO NISHI. Tübingen: Verlag der H. Laupp'schen Buchhandlung, 1911. 8vo, pp. viii+264. M. 7.

This monograph describes in a thorough and systematic way the growth and development of the cotton-spinning industry in Japan. Incidentally it

gives a striking picture of the strenuous efforts on the part of that country to make for itself a place in the industrial world.

The monograph begins with a general introduction of some forty pages dealing in general with the sources of raw cotton for Japan. It seems that the cotton plant was introduced into the country somewhere about the fourteenth or fifteenth century. The culture was somewhat successful. For a decade or two following 1870 strong attempts were made by the government to encourage the culture of cotton to such an extent as to supply the home market. This attempt was a failure for two reasons: the only cotton that grows well in Japan is of a short and rather coarse variety which does not lend itself to satisfying the increasing demand for a strong, fine thread; and secondly, land being at a premium can be made to yield bigger returns by intensive cultivation of other crops. The production of cotton in Japan for 1906 was less than one-fourteenth of what it was in 1887. The East Indies now contribute about three-fifths of the cotton for the Japanese factories; the United States, somewhat less than one-fifth; China, about one-sixth; the balance coming from various parts of the world. Altogether about 6 per cent of the world's cotton crop, or more than a million bales, are consumed annually in the Japanese factories.

By running her factories night and day Japan transforms into thread this 6 per cent of the world's cotton with but 1 per cent of the world's spindles. Owing largely, no doubt, to the large percentage of women and of persons of both sexes under age—children from ten years upward being freely employed—the efficiency of the individual worker is relatively small. The wages are naturally low and the hours average eleven per day of actual work. Homes are generally built by the spinning companies and rented to the workers at somewhat below the regular price. The companies also, as a general rule, contribute in some way toward the board of the employees. German paternalism, whether wisely or unwisely, seems to have been in various ways not only copied, but outdone. The monograph is a distinct contribution on the subject of recent economic history.

Les Abonnements d'ouvriers sur les lignes de chemins de fer Belges. By ERNEST MAHAIM. Brussels: Misch & Thron, 1910. 8vo, pp. xv+259.

This is a tenth publication of the "Instituts Solvay," under the head of "Notes et Mémoires." It gives the results of a careful and detailed study of the plan so highly developed on the Belgian state railroads of providing at low rates facilities for the transportation of workmen to and from their places of employment. The plan has been in operation there for over forty years, and has been rapidly growing in proportions. Only ordinary wage-earners are allowed to avail themselves of this privilege. Special cars or compartments are provided. Some two hundred thousand workmen are transported daily by this plan and at a rate which varies with the distance and the number of